



WHEREAS, the Safe and Healthy Streets Commission was founded in 1966 to formulate a transportation safety program for the City of Richmond and to conduct quarterly reviews of the operation and effect of such a program;

WHEREAS, the Council believes that it is in the best interests of the residents of the City of Richmond that the Council continue to support the efforts of the Commission;

WHEREAS, the Council has adopted through resolution to support a Vision Zero approach to eliminate deaths and serious injuries on the City's streets by 2030;

WHEREAS, the Mayor requested on October 27, 2017 that the Commission work to formulate and monitor the implementation of a Vision Zero Action Plan;

WHEREAS, transportation is an important part of the built environment and significantly influences physical activity and well-being, safety, and the ability of community members to access destinations that are essential to a healthy lifestyle;

WHEREAS, connecting people and places safely and efficiently enhances the economy, health, and well-being of visitors and residents of the City;

WHEREAS, the City, in partnership with the Commission, would be encouraged to implement the Vision Zero Action Plan through the hiring of a Vision Zero Coordinator to lead a Vision Zero Task Force comprised of the involved offices, authorities, and departments of the City;

WHEREAS, the Vision Zero Action Plan has identified a High Injury Network where approximately 58 percent of the death and severe injuries occur on approximately 16 percent of the city's street network;

WHEREAS, the High Injury Network should be the focus of the Vision Zero Coordinator and Vision Zero Task Force to formulate production metrics and outcome metrics to report on a quarterly basis to the Safe and Healthy Streets Commission;

WHEREAS, unmet transportation safety and operational needs on the High Injury Network also need to be highlighted by the Vision Zero Coordinator on an annual basis;

WHEREAS, non-motorized transportation safety is extremely important on the High Injury Network where higher motorized traffic volumes and speeds exist and the documented crash risk (with actual non-motorized crashes) demonstrate higher exposure for people that walk and bike.



THEREFORE BE IT RESOLVED, that the Commission formally endorse the Vision Zero Action Plan with technical amendments as part of a comprehensive Vision Zero approach and strongly encourages the CAO to hire a Vision Zero Coordinator and form a Vision Zero Task Force comprised of the necessary and involved offices, authorities, and departments of the City of Richmond.

BE IT FURTHER RESOLVED, that the Commission believes that time is of the essence and would encourage the development and first meeting of the Vision Zero Task Force to occur before the April 2018 quarterly meeting of the Safe and Healthy Streets Commission with all first year (FY19) priority production metrics developed by the July 2018 quarterly meeting of the Safe and Healthy Streets Commission based upon the FY19 budget cycle.

BE IT FURTHER RESOLVED, that the Commission will monitor the Vision Zero Task Force's implementation of the Vision Zero Action Plan first year priorities and prepare for the FY20 implementation priorities as this action plan will continue to evolve as a living document.

BE IT FURTHER RESOLVED, that the Commission encourages the City to pursue additional multi-disciplinary safety and funding approaches to address these important streets to improve and will continue to educate the public in the importance of Vision Zero initiatives.

BE IT FURTHER RESOLVED, that people who walk, bike, or use transit deserve additional emphasis in the City's transportation safety program because they are vulnerable users when compared to those with occupant protection.